17.2 UNDER SUPERVISION LINE TRAINING

Objective:

The objective of line training is to allow the trainee to practice normal line procedures on the aircraft, and to achieve proficiency and confidence in these procedures.

The intent of line training is to assist the pilot, on line, route and airport qualification as defined in the Training Policy Manual. Only routine operations in normal configuration are intended and no **abnormal situations will be intentionally created**.

General:

The TRI/TRE will sign the aircraft load sheet, flight plan and take full responsibility for the safety of the aircraft, crew, passengers and the integrity of the operating schedule.

The training or check pilot must conduct himself in a professional, proficient and efficient manner in every aspect, so as to enhance the professional and executive capability of the trainee.

Each exercise in the line training syllabus will be covered, but the TRI/TRE will only sign the particular exercise once a proficient level has been achieved by the trainee, otherwise, it is required that amplifying comments be made to fully identify the trainee's deficiencies in the comments section along with the exercise number.

The items in the line training syllabus containing asterisk (*) are for **discussion only.** The instructor will sign all such items only when proficient knowledge has been demonstrated by the trainee.

Preparation:

Trainees are required to be familiar with OM (Part-A & D), SOP, FCOM PROCEDURES, OETBs, MEL application and also study to assimilate items in the syllabus before commencement of line training.

Under Supervision Line Flying:

(i) First six Takeoffs and Landings

TRE / TRI are authorized to conduct line training for the first six takeoff and landings followed by stipulated line training (50/70 hours). The duration (hours) of first six takeoffs and landings will be included in 50 or 70 hours, (whichever is applicable) of the under-supervision training.

(ii) Required Sectors, Hours & Recommendations

All trainees are required to be detailed for minimum of ten (10) sectors during under supervision line training. Captain and First Officers shall complete the syllabus in 50 and 70 hours respectively. In addition, 70 hours of under supervision line training are required for B777 P2 to A320 P1 and 50 hours for ATR P1 to A320 P1. TRI can also recommend for Pre/Final Command Route Check.

(iii) Pre/Final Route Check

Captains: On satisfactory completion of the syllabus and required minimum sectors, the trainee will be put up for a **"Pre Final Command Route Check"** within 50/70 hours as applicable. Upon satisfactory performance, he/she will be put up for a **"Final Command Route Check"** to be conducted by a TRE.

First Officers: On satisfactory completion of the syllabus and required minimum sectors / hours, the trainee will be put up for a **" Final Route Check "** to be conducted by a TRE. Pre-rating check of the First Officers is not required.

Capt. F/O			Flight No/Date	Instructor's Name	Instructor's Signature
P #	LIC. #	Ref. #			
1. FLIGHT DISPATCH BRIEFING					
a) Departure weather.					
b) Enroute weather					
c) Destination and Alternate weather.					
d) Notams					
e) Computerized flight plan					
(i) Routing					
(ii) Flight Level					
(iii) Fuel requirement					
(iv) TOW calculation (Box A,B,C)					
f) ATC Flight Plan					
g) Alternate requirements Takeoff, Enroute, estination)					
h) Enroute Adequate/Suitable(*FOM)					
2. RE-FLIGHT					
a) Safety exterior inspection					
b) Tech Log /MEL/Aircraft Documents /Aircraft Tech. Library/Miscellaneous File					
c) Preliminary cockpit preparation					
d) Emergency equipment location(Cockpit and Cabin)					
e) Exterior inspection					
f) Door operation(Cockpit and Cabin)					
g) Cockpit preparation					
h) FMGS initialization					
i) Briefings(As per SOP)					
3. DEPARTURE					
a) Trim sheet					
b) Before push back and start procedure					
c) Engine start and after start procedure					
d) Taxi and before Take-off procedure					

Capt F/O P # Lic # Ref. #	Flight No/Date	Instructor's Name	Instructor's Signature
e) Takeoff Flaps 1+F (FCTM)			
f) Takeoff Flaps 2			
g) Rolling Takeoff			
h) Static Takeoff (*)			
i) SID – FMGS departure			
4. CLIMB / ENROUTE			
a) Altitude / Speed restriction FMGS Unrestricted climb (speed/altitude)			
b) Discuss FCU in detail (*)			
c) Discuss POS MONITOR & SEL/DESELECT NAV AID -MCDU / Read same in FCOM (*)			
d) Discuss and practice creation of route Off Set			
e) Insert a holding pattern over any way point or Nav aid / monitor exit time & fuel			
f) Insert step prediction for climb or descent			
g) Insert winds for route way points and descent forecast			
h) Introduction to OEBs			
i) Calculation of cruise ISA and green dot speed from FCOM & QRH			
j) FMGC reset procedure on ground and in air /FCOM-/ irregularities (*)			
k) Plan descent / prepare / brief			
l) ROC and TOC restriction			
m) P.A. Announcement			
n) FMGS WORK			
(i) Route changes			
(ii) Enroute diversion (determine ETA, Fuel remaining) SEC FPL			
(iii) Create way points using Lat Long. PBD or PB/PB inputs			

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(iv) Prepare and store new flt plan, involving different origin/destination Airfield.			
(v) Learn the effective usage of secondary flight plan			
(vi) Create /store new runways / new Nav aids			
(vii) INIT B after eng start (fuel pred page)			
(viii) Change the flt plan alt to another alt			
(ix) PROG Page			
(x) Enable alternate in cruise and subsequently recover the flight plan			
(xi) Activate approach phase in cruise and subsequently recover CRZ page			
(xii) Practice update command on PROG page from a known VOR (*)			
(xiii) Observe changes brought about by altering the Cost Index/ variable (OETB)			
5. DESCENT PREPARATION / DESCENT			
a) Destination / Alternate weather			
b) Fuel prediction			
c) Planning / Briefing			
d) Insufficient TOD Fuel (reserve/minimum)			
e) Descend prediction			
f) Star and Approach Insertion / Changes			
6. WEATHER			
a) Flight in turbulence (QRH)			
b) Use of Anti-Ice (FCOM / FCTM)			
c) Adverse weather operation			
d) Use of weather Radar (color codes *)			

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7. APPROACHES			
a) ILS approach with auto pilot			
b) ILS approach manual with flight director			
c) Landing: decelerated precision ILS approach			
(i) Stabilized precision ILS approach / Glide slope from above			
(ii) Stabilized visual approach and landing			
(iii) Manually flown Landing: without auto thrust, raw data ILS approach			
(iv) Special Ops (FCOM *)			
(v) Cancel Approach (FCOM*)			
d) NON-PRECISSION APPROACH			
(i) Selected Guidance (Use of HDG SEL & TRK-FPA)			
(ii) Managed NAV/final approach			
8. LANDINGS			
a) Flaps 3 Landing			
b) Cross wind landing technique(*)			
c) Contaminated runway landing technique(*)			
d) Go-Around procedure (*)			
9. ITEMS FOR DISCUSSION			
a) Pressurization			
b) ADIRS fault / One IRS on "ATT" / Anomalies			
c) FMGS updating / Single FMS Ops/FMS failure			
d) Jeppesen (ATC, Emergency, meteorology, Airport Directory, Chart Change Notices)			
e) Max. Alt. / Opt Alt / Buffet margin			
f) Special operations			
(i) Flight without cabin pressurization			
(ii) Operation from fluid contaminated RWY			

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g) RNP / RNAV / PRNAV			
h) RVSM			
i) TCAS / EGPWS			
j) Wind shear (Avoidance and Recovery)			
k) Consulting Graphs & Tables			
l) MEL / OPS MAINT procedure / CDL			
m) Restricted / Danger / Prohibited areas			
n) Engine out drift down procedure (Strategies)			
o) All memory items in detail			
p) Diversion from a critical point keeping fuel as the primary factor			
q) Bomb on-board procedure			
r) Plan descent / prepare /brief missed approach go around in detail			
s) RNP and RVSM airspace requirements / FCOM			
t) Read ATC / emergency procedure for Pakistan airspace / Jeppesen			
u) Various descent techniques			
v) Read and discuss dual engine failure in cruise / with / without fuel remaining			
w) Radio failure on departure and arrival / requirements / Jeppesen			
x) RVR / visibility conversion table / Jeppesen			
y) Practice dual FMGC failure / raw data flight procedure till landing			
z) Stabilized circle to land approach and landing / FCOM			

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10. CRM SKILLS			
a) Threat and error management			
b) Communication			
c) Decision making			
d) Teamwork			
e) Assertiveness			
f) Situational Awareness			
11. PNF DUTIES (Minimum 02 Sectors)			
i)			
ii)			
iii)			
iv)			

Capt F/O	P #	LIC #	Ref. #

Flight No/Date	Remarks	Instructor's Name	Instructor's Signature